

Approved For Release 2003/10/22 : CIA-RDP99B00048R000100290004-3  
JOINT MESSAGEFORM

TOP SECRET

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE		TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRIORITY	BOOK	MULTI	SINGLE			
INFO							

FROM:

[Redacted]

1151

TO:

[Redacted]

FISH HAWK

REF: [Redacted] 5152

1. AFTER BEING SO POINTEDLY REMINDED BY REF THAT HQ IS THE REQUESTING AUTHORITY FOR AIRLIFT FELT SURE THAT FUTURE AIRLIFT COORDINATION WOULD BE HANDLED MUCH SMOOTHER THAN IN THE PAST. UNFORTUNATELY THIS DOES NOT SEEM TO BE THE CASE.

25X1A

2. [Redacted], NAS MOFFET, PHONED [Redacted] 4 MAY ADVISING US THAT 2 C-130'S WOULD ARRIVE ON 5 MAY. WE ADVISED HIM THAT THE REQUIREMENT HAD BEEN DELAYED AND TO CHECK BACK THRU HIS CHANNELS. IT WAS KNOWN ON 1 MAY THAT THE DEPLOYMENT HAD BEEN DELAYED BUT APPARENTLY NO ONE ADVISED MATS.

3. ON 6 MAY [Redacted] CONTACTED [Redacted] AGAIN ADVISING US THAT 2 C-130'S ONLY WOULD BE AVAILABLE FOR AIRLIFT SUPPORT TO ALAMEDA. THIS IS CONTRARY TO OUR INFO FROM HQ.

4. OUR AIRLIFT REQUIREMENTS CONTINUE TO FLUCTUATE DUE TO INPUT OF 7000 LBS FROM [Redacted] UNCERTAIN REQUIREMENT FOR ENGINE ETC, BUT

SPECIAL INSTRUCTIONS

CO. ☒  
OPS ☐  
MAT ☐  
SUP ☐  
LAC ☐  
SPE ☐  
TR ☐  
SEC ☐  
ADM ☐  
ALO ☐  
COM ☐  
ELC ☐  
MED ☐  
PE ☐  
FIN ☐  
PERS ☐

SUSP: 25X1A

DATE 6 MAY 64  
TIME  
MONTH YEAR

WRITER

SYMBOL	
ADMIN/caa	
TYPED NAME AND TITLE (Signature, if required)	
PHONE	PAGE NR. 1
NR. OF PAGES 2	
SECURITY CLASSIFICATION	
TOP SECRET	

SIGNATURE

TYPED (or

[Redacted]  
Commander

25X1A

USAF and Navy review(s) completed. 25X1A

# JOINT MESSAGE FORM CONTINUATION SHEET 2

SECURITY CLASSIFICATION

CIA-RDP99B00048R000100290004-3

FROM:

7/51

APPEARS VERY DOUBTFUL IF 2 C-130 WILL HAUL APPROX 35 PEOPLE PLUS CARGO.

5. MATS RECOMMENDED A SHUTTLE OF THE 2 C-130'S BUT THIS WILL NOT MEET AGREED RANGER SCHEDULE<sup>e</sup> UNLESS WE COMMENCE MOVEMENT ON SUN, 10 MAY.

6. WISH TO REEMPHASIZE THAT WE ARE ATTEMPTING TO STAY OUT OF AIRLIFT SCHEDULING BUSINESS BUT IT IS OBVIOUS THAT THERE IS A CRITICAL NEED FOR SOMEONE TO GET MORE INVOLVED WITH IT. IT IS APPARENT THAT THERE IS INSUFFICIENT FOLLOW UP ACTION TO INSURE THAT THE AIRLIFT MEET THE SCHEDULED REQUIREMENTS.

7. AS PREVIOUSLY INDICATED WE ARE ANXIOUS TO ASSIST IN ANY WAY WE CAN ON THESE PROBLEMS, HOWEVER

SCHEDULES OR QUANTITIES OF AIRLIFT IS NOT WITHIN OUR JURISDICTION.

8. WE REMAIN FLEXIBLE AND AWAIT YOUR ADVISE ON WHAT COURSE OF ACTION TO FOLLOW.

END OF MESSAGE

SYMBOL

ADMIN/caa

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SECURITY CLASSIFICATION

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INITIALS

WOB

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